

MURDER FIGURES IN LAWSUIT

ANSWER OF COBENERS STANDS IN ACTION AGAINST THEM.

The Murder of Albee C. B. Kinnam, in which case the plaintiff in this suit was arrested, has never yet been cleared up. Jury may now get at it.

By a ruling of the Appellate Division of the Supreme Court two suits brought against Coroner Elbert F. Schwab and former Coroner Robert L. McDonald of the Bronx for \$100,000 by Benjamin W. Gibson, the lawyer who was arrested at the time of the inquest into the murder of Albee C. B. Kinnam in July, 1909, are likely to develop into a hearing before a jury in the Supreme Court of all the facts concerning the murder of Mrs. Kinnam, who has never been solved.

Gibson, who was arrested on a warrant issued by the Coroner by virtue of the recommendation of the Coroner's jury that he be held for examination by the Grand Jury, was imprisoned for two days and then released on habeas corpus. In his suit against the two Coroners, individually Gibson alleged that the coroners had been negligent in their investigation of the murder of Mrs. Kinnam, who was killed at her home at 19th street and Washington avenue on June 8, 1906, by blows on the back of the head. She was 45 years old and muscular, while her mother, Mrs. Stenton, was 75 years of age and feeble. She had become acquainted with Gibson in 1902, when Gibson represented her mother in squatter proceedings brought in the Municipal Court by the city of New York to dispossess Mrs. Stenton. Gibson was associated with William K. Astor, who had secured Mrs. Stenton before, and for their services they got a deed alleged to have been executed by Mrs. Stenton to two-fifths of the property, which embraced twenty-five city lots.

The defendants say that the land was encumbered with taxes and assessments dating back to 1888 and amounting to \$6,000. One of the terms of the alleged conveyance to Gibson and Astor was an agreement by Mrs. Stenton to pay all the encumbrances, the whole property being worth about \$65,000. Gibson and Astor accordingly got their two-fifths clear of debt. Mrs. Stenton declared at the inquest that she never gave a deed of the property to Gibson and thought she was still the owner.

The answer recites that in 1904 Gibson began a partition action, in which Mrs. Stenton was represented by a lawyer named Barnes, who had an office with Gibson and who was also counsel for Mrs. Gibson. There was no opposition to the proceeding and the property was sold to Archibald J. McFarlane for \$65,000. Mrs. Stenton testified that she never knew about the partition action. As the result of it she was left without any interest in the property and was \$6,000 in debt. The defendants say that the property was then mortgaged for \$45,000 to pay the encumbrances.

It is alleged further that Mrs. Kinnam had told Robert J. Flaherty, a lawyer, that her mother never made a deed, but that she had been deceived by a lawyer named Barnes, who had an office with Gibson and who was also counsel for Mrs. Gibson. Flaherty brought proceedings to set it aside. Flaherty then denounced Gibson and Gibson then filed a paper from Mrs. Stenton revoking Flaherty's power of attorney.

The defendants say that after the sale of the property Gibson got a reduction of the taxes of about \$19,000, but Mrs. Stenton knew nothing about it and the deed did not accrue to her. Gibson testified that he did not know that Mrs. Stenton was not entitled to anything and would give her anything.

The answer alleges that the day before the murder Gibson was at the Stenton house and told the women that he had sold the property for \$60,000. The day of the murder the property was sold for \$65,000. Gibson was subject to the \$45,000 mortgage. Gibson was subject to the \$45,000 mortgage. Gibson was subject to the \$45,000 mortgage.

The answer also relates the testimony of Mrs. Kinnam, who lived in the basement of the house on the day of the murder. She testified that she saw Gibson and that she saw him go to the house the night before and presented a bill for \$40,000. She said that she referred to it as a "devil lawyer." She said that she saw Gibson and that she saw him go to the house the night before and presented a bill for \$40,000.

After the death of Mrs. Kinnam, Mrs. Stenton was arrested and charged with the murder. She was released on bail for \$100,000. She was released on bail for \$100,000.

LIGHT LOOTING FREIGHT CAR.

In This Case the Thieves Hunted Against the United States.

Light looting was found by State Detectives Michael Bernavie on Friday night, when a freight car on the New York Central freight tracks at Ninety-Ninth street and North River, Bernavie and others of them and the rest of the gang were taken to four empty box cars on the same tracks in the hope of making a haul. Bernavie and the rest of the gang were taken to four empty box cars on the same tracks in the hope of making a haul. Bernavie and the rest of the gang were taken to four empty box cars on the same tracks in the hope of making a haul.

Yacht Taima Labeled. Bernavie and Carl Blum, formerly of the second officers of the yacht Taima, which Count Rudolph Festetics, of Hungary, and his wife, who was Miss Taima Weatherbe, recently sailed for Europe, have brought a libel action against the United States customs officials, who seized the yacht on the ground that it was a Hungarian nobleman. The yacht was seized on the ground that it was a Hungarian nobleman. The yacht was seized on the ground that it was a Hungarian nobleman.

ROYAL BLUE TRAIN WRECKED.

Locomotive Jumped a Switch Near Wilmington, Del.—Bad Shaking Up.

WILMINGTON, Del., June 4.—In an accident on the Philadelphia division of the Baltimore and Ohio Railroad at Elmers Junction, two miles below here, at 7:37 o'clock to-night the Royal Blue express northbound from Washington for New York went through a switch on a "Y" and rolling down a deep embankment, the locomotive overturned. The baggage car hung over the embankment.

The train was running at the rate of fifty miles an hour when it reached Elmers Junction. There are dozens of switches at that place. The engineer found he had left the main northbound track and was running on a "Y." He applied the brakes, but when the train had run about 300 feet the locomotive struck a frog and was derailed. It ran along the tracks until an embankment was reached. Then the locomotive rolled over down the incline twenty-five feet and landed on its side a complete wreck.

Engineer Charles Smith remained at the post until the locomotive started down the embankment, when he jumped. This saved his life. The fireman, A. J. Rubenach, tried to jump at the same time, but was caught. He was pinned beneath the engine. Luckily he was not near the firebox. He was hurried to the hospital in an automobile.

J. R. Grayson, aged 38, of Philadelphia, baggage master, and George Rittenberg of Washington, express messenger, were both locked in the baggage car. They were tossed about like chips and narrowly escaped being killed by flying baggage. The two men chopped their way out of the car with axes.

The train consisted of a baggage car, three day coaches, two parlor cars and a diner. The passengers were jostled pretty hard, but no one was injured. Engineer Smith said after the wreck that the signal was clear. Leroy Quikel, the switchman in the tower, made a statement to the same effect. This would indicate that the locomotive, because of its high speed, ran right through the switch.

The Rev. Father Kearney of Baltimore, who was on the train, administered the last rites to Fireman Rubenach, who will probably die.

TROLLEY CAR SKIPS TRACK.

Crosses Road and Sidelwalk and Pins Pedestrians Against Fence.

MCCRY VERNON, June 4.—A trolley car on the Chester Hill branch of the Westchester Electric line did a strange stunt to-night when it leaped the tracks on Chester Hill, ran across the road fifty feet, climbed the curb and dashed into a board fence, injuring five passengers and pinning two men between the fence and the car.

The most seriously injured were Walter Hansen, 20 years old, who was badly crushed, and E. Wald Weisel, 22 years old. Both are students at Concordia College. They were taken to the Mount Vernon Hospital. Three women passengers, who were cut by flying glass and suffered from shock when they were thrown to the floor were taken to their homes in an automobile before the police could learn their names.

The car, which was running at a rapid rate, was traveling between Tuckahoe and Mount Vernon. There is a sharp curve near what is known as Lover's Lane and opposite the country place called Brown's. When the trolley came to the curve it jumped the track and made for the sidewalk on which the students were walking. Before they could get out of the way they were knocked against the fence. Weisel was thrown to the right of the car and Hansen was pinned between a post and the fender. The car had to be jacked up before he could be removed. He was unconscious and it was thought he would not live, but at the hospital later it was said that he would recover. He is suffering from internal injuries. John Gow, the motor-man, stuck to his post and made a vain effort to stop the momentum of the car by jamming on the brakes. Conductor Depey, who was collecting fares, was knocked off his feet when the crash came. His injuries are slight.

Nearly every pane of glass in the car was smashed and the truth was told off. While waiting for the wrecking wagon of the company several automobiles came along and the occupants assisted policemen and trolley employees in raising the car so that Hansen could be released.

MORE MONEY FOR R. FIREMEN.

A Raise in Wages for 27,000 Men on Forty-nine Western Roads.

CHICAGO, June 4.—The 27,000 members of the Brotherhood of Locomotive Firemen and Engineers to-day gained important increases in wages amounting to hundreds of thousands of dollars yearly by the decision of the arbitration committee which has been deliberating in Chicago. The committee, organized under the terms of the Erdman act, prevented a strike by taking up the problem. Both sides are pledged to accept its findings.

Firemen on main and branch passenger service got an increase of 15 cents a hundred miles. The men had demanded 25 cents. Firemen in irregular freight and mixed service got an increase of 15 cents a hundred miles on oil engines and 30 cents on coal engines. They asked for 40 cents. Firemen in local or freight service got an increase of 25 cents a hundred miles. Firemen on the Mallet type of locomotive got \$4 a hundred miles. Firemen on yard service got an increase of 25 cents. Firemen on engine service got an increase of 35 cents.

The increases are retroactive, dating back to the beginning of the year. The members of the commission are William Lee Chambers, Washington, umpire; W. R. Scott, vice-president of the Southern Pacific Railroad, and Timothy Sheehan, president of the Brotherhood of Forty-nine Western roads are affected by the decision.

BAKER PROWLING.

Police Commissioner Calls Unexpectedly at West 47th Street Station.

Lieut. Fenell of the West Forty-seventh street police station having finished recording a case of assault about midnight last night looked up to see who was the man who had drifted in with the policeman and the prisoner and had stood idly by. He recognized Police Commissioner Baker.

The Commissioner was pleasant, but silent. He didn't say anything, but merely signed the blotter according to custom. Capt. Fenell of the precinct was on patrol. The Commissioner declined an offer to show him through the station house and said he'd be back in a few minutes and had "just dropped in." He went away as unobtrusively as he had come.

Several raids on gambling houses have lately been in the precinct.

Fritz Kreisler, the Austrian violinist, who has been in this country since October, has been in this country since October. He has played more than seventy concerts since his arrival here. He will remain in Europe next year and return here following season under the management of the Wolfson Bureau.

SMOOT DEFENDS MORMONISM.

THE SENATOR CHAMPIONS IT AT BROOKLINE, MASS.

Speaks to Thursday Club and Tells of the Ethical and Social Power of the Religion—Followers Intensely Patriotic—Wants It Better Known.

BOSTON, June 4.—The Hon. Reed Smoot of Utah, to whom objections were raised when he tried to take his seat in the United States Senate because of his religion, delivered an address on "Mormonism" at the residence of Henry Howard in Brookline to-night. Mr. Howard is not a Mormon, but he is a member of the Thursday Evening Club of Brookline, and it was to this organization that Senator Smoot spoke.

The Senator said that the religion had been misrepresented, its believers vilified, but in spite of all it had grown with leaps and bounds. He gave in detail the history of Mormonism, read the Articles of Faith of the church, and said he would discuss the subject as a religion, an ethical force and a social power. He said:

"Mormonism is a religion. Joseph Smith was assured that Jesus Christ still lives as a developed man, all merciful and the controller of the destinies of man. This is the fundamental principle of Mormonism. It holds that God and Jesus Christ both live as distinct personages and that man in his power and divine light is destined to evolve into a greater soul, with intelligence and power supreme, and that the immortality of the soul is a fact, a fact to the extent that every man retains his identity and that he ever remains a personage.

"Mormonism holds that the race is to be saved. No one is to be damned. Light is coming into the world in many ways and through many channels, for light and knowledge are denied to no one. Philosophy will train man to reason and religion will give man power to save.

"The Mormon people believe that the body and soul are both divine and in time will be purified by intelligence. The Mormon Church for this reason has always fostered education and favored the very best school systems that can be found in the world."

At this point the speaker spoke of Mormonism from an ethical viewpoint.

"Here is the problem, here is the thought of Mormonism ethically. There are two powers contending for the soul of man, and man stands free to choose between them. After choosing right the redemption of his soul comes from his own hard toil, for, as Faust pointed out, his soul cannot be redeemed except through work with a faith sublime in the higher law of God. Ethically speaking then, Mormonism says that every child is divine, endowed with divine powers to become the master of himself and the world. He becomes his own redeemer, he works out his own salvation, but this is according to law—the religious law—and obedience to this law with the freedom of his own soul gives him liberty, for obedience to law is liberty.

"And this takes us into Mormonism socially. When a man becomes a Mormon he is given the priesthood if he has earned it by good living. Mormonism is not a Sunday religion, it makes every day a Sabbath day, and everything that is to be done by man is sacredly done by virtue of the priesthood he holds. Were Mormonism to take hold of the social conditions in Boston, New York, Liverpool, Berlin or Paris it would not send ministers of the gospel to merely preach them the word of God, but it would teach them in the material affairs of life.

"Every Mormon is taught to work and to regard idleness as a sin. He is encouraged to live and not to hate. He is admonished to live a chaste and virtuous life as an absolute prerequisite to the enjoyment of the blessings of his religion. In fact no organization sets a higher value on virtue and chastity than does the Mormon Church, nor visits surer retribution on vice and immorality.

"A people that live by the Constitution of the United States to be an inspired instrument, a people renowned for their commercial honesty, a people whose industry is proverbial, a people who are God-fearing and who love their country, who at any time necessary required would give their lives in defense of our country cannot be a diabolical or wicked people. God hasten the day when the Mormon people will be known as they are and not as they are said to be."

HAITS DEAL WITH RAILROAD.

Court Continues Injunction Against the Board of Estimate.

Supreme Court Justice Whitney decided yesterday that the temporary injunction obtained by Abraham Brody in a taxpayer's suit to restrain the Board of Estimate from carrying out a contract with the Long Island Railroad, by which the railroad was to have the easement of a strip of land under which the city had laid a six foot water main, in return for the privilege of using certain land owned by the railroad company, must be continued.

The Court ruled that by the statute under which the Board of Estimate acted lands may be subject to an easement for the improvement of the facilities and the public service of railroads heretofore located thereon, but that the easement is not equal to "adjacent to" and over a large part of the lands proposed to be subject to easement the railroad has not been heretofore located.

It was also pointed out that the proposed contract could not be made without permission from the Sinking Fund Commission.

Diaz Can't Come to the Rio Grande.

MEXICO CITY, June 4.—It was officially announced to-day that President Diaz would not be able to attend the formal opening of the new international railroad bridge across the Rio Grande connecting Brownsville and Matamoros on July 23.

Dubois—Rutter.

Trenton, June 4.—In St. Barnabas Episcopal Church, Irvington-on-Hudson, Miss Rebekah Rutter, daughter of Mr. Joseph O. Rutter, was married this afternoon to Dr. Eugene Dubois of New York city. A special train brought guests from the city.

Miss Rutter was given in marriage by her brother, J. Wood Rutter. The bridesmaids were Miss Esther Rutter, Miss Sarah Milligan of Saratoga, Miss Mildred Dubois of New York and Miss Louise Knapp of Glenview, N. Y. The bridesmaids were Miss Esther Rutter, Miss Sarah Milligan of Saratoga, Miss Mildred Dubois of New York and Miss Louise Knapp of Glenview, N. Y. The bridesmaids were Miss Esther Rutter, Miss Sarah Milligan of Saratoga, Miss Mildred Dubois of New York and Miss Louise Knapp of Glenview, N. Y.

Among those who attended were Miss Helen Gould, Mrs. Edwin Gould, Mrs. George F. Shrady, Mr. and Mrs. J. Henry Whitehouse, Mrs. H. B. Matthews, Mr. and Mrs. Corliss Smith, Miss Smith, Mrs. George H. F. Smith, Mrs. John D. Arnold, Mrs. Henry V. D. Black, Mr. and Mrs. Rosalind Black, Mr. and Mrs. E. R. Baker, Mr. and Mrs. Trevor Hill, Mrs. Thomas King, the Misses King, Mrs. M. S. Dubois, Miss Brooks, Mrs. Margaret Dubois, Miss Mackintosh, Miss Mildred Hopkins, Mrs. W. Fisher Parsons, Mrs. S. W. Stewart, Mrs. J. B. Rutter, Mrs. David Rutter and Miss Lattin.

Cut His Throat and Walked to Hospital.

After cutting his throat with a knife yesterday Joseph Haezel, 49 years old, of Newark, walked to the German Hospital, nearly a mile from his home, and told what he had done. The physicians say his condition is critical.

Held in Ohio for Murder in Waterbury.

CANTON, Ohio, June 4.—Keston Vasele, a Rumanian, was taken into custody to-day noon by Chief of Police Smith for a murder at Waterbury, N. Y., which the prisoner is said to have committed. Vasele was not told of the charge lodged against him. He admits having a fight with a fellow workman, but has not yet learned that his victim died from the injuries received.

Crushed Between Trolley Cars.

TRENTON, N. J., June 4.—Dwight P. Bagley, 45 years old, of Bloomfield, was crushed to death between two trolley cars to-night. He slipped from a trolley car on the wrong side and one coming in an opposite direction struck him and rolled him for some distance between the two cars, breaking his neck. At the point where Bagley was struck there are scarcely two inches of space when the cars are passing one another.

Man Who Said a Woman Stole It Hears in Court That the "Real Owner" Has It.

Arthur Murphy, 29 years old, who says he is a real estate dealer living at 1037 College avenue, The Bronx, was introduced on May 11 to Miss Edith Hamilton, a milliner, at her home, 608 West 135th street, whether he had gone with a friend. Miss Hamilton had other callers and the whole party went to a restaurant at Broadway and 136th street for supper.

Mystery of a Dragon Ring.

Presently somebody wanted to look at a \$75 diamond ring of dragon's head design which Murphy was wearing. Murphy removed it for better inspection. He has not seen it since, he says.

The Bobolink of Aviators.

Over Hempstead Plains in His Ricketty Looking Old Machine—Yesterday's Flights Drew a Crowd of 10,000.

GARDEN CITY, L. I., June 4.—It was estimated that 10,000 persons watched Charles K. Hamilton, the trick airplane performer, cut antics in the air over the Hempstead Plains aviation fields this afternoon. It was the largest crowd to witness an airplane exhibition there and the lack of police regulations made it difficult for the aviator to get his machine off the ground. It was not until Capt. Thomas S. Baldwin in his aero plane from another part of the grounds and diverted the interest that the throng moved away from the Hamilton machine.

The crowd began to collect as early as 2 o'clock, and by 4 o'clock about 500 automobiles were lined up around the field. Each incoming train brought a relay and the crowd continued to swell until it was necessary to organize a voluntary squad to keep order. Dr. Joseph Ferguson took charge of the volunteers, who were stationed in the centre of the course, where the landings are made.

Hamilton didn't leave the ground until 4:45 o'clock, and when he started up to a height of fifty feet and shot higher and higher until he reached an altitude of several hundred feet, swung around the course and executed one of his famous dives and passed over the heads of the thousands of spectators there was some lusty cheering. Thousands of hands waved frantically and there was a vigorous honking of automobile horns. He made more circles of the course, wheeling his graceful little aircraft to the right and left with the ease and grace of a swallow, and finally ended his wild ride with a spectacular glide of several hundred feet. He had been in the air sixteen minutes.

Capt. Baldwin and Joseph Seymour then brought out their fliers and filled in the exhibition while Hamilton prepared for a flight with a passenger. Claude Noland of Jacksonville, Fla., took the seat beside Hamilton and went for a ride the length of the course.

Hamilton is not anxious to take passengers in his machine, which is much battered and worn from hard service. It is one of the first machines turned out from Curtiss factory and is the one with which Glenn H. Curtiss won the speed record in the international championship contest at Reims. Parts of the frame have been recovered and other parts are plastered with patches. In this machine, now a rickety looking affair, Hamilton has made flights throughout the country.

THE BOBOLINK OF AVIATORS.

HAMILTON LIKE AN ERRATIC BIRD IN THE AIR.

Continues His Seemingly Reckless Stunts Over Hempstead Plains in His Ricketty Looking Old Machine—Yesterday's Flights Drew a Crowd of 10,000.

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After a few minutes wait Hamilton remounted the seat again. He dived over automobiles, darted down over the heads of frightened spectators and played leap-frog over the machines of Baldwin and Seymour flying at lower altitudes. Then he suddenly swept to the height of 800 or 1,000 feet, and made one of the most remarkable glides that have ever been seen.

In a third flight Hamilton stayed up twelve minutes, and on a half round he raced with Capt. Baldwin, who was off and on the field during the afternoon. Seymour joined in the race and for a short time three aeroplanes were darting over the field. Hamilton shot over Baldwin and made a dip that caused Mr. and Mrs. Tyler Morse and Mrs. Franklin Hutton, who had left their automobile to take to their heads in a lively fashion. They had just arrived and hadn't become familiar with Hamilton's fantastic flying. Hamilton was in the air about forty minutes altogether. Capt. Baldwin ended the performance by making several circles of the course.

The first time Hamilton took a seat in an aeroplane at Hempsteadport last November he didn't leave it until he had made a flight of four miles. The next day he went thirty miles, and since that time he has performed aerial feats that no other human being has attempted.

Hamilton will fly again to-morrow afternoon at 2 o'clock. He will sail last evening that it is his intention to give an exhibition work and compete for prizes.

ARMY AIRSHIP OVER LONDON.

The Beta Flashes Lights and Gives the Early Risers a Gossip Fest.

Special Cable Despatch to THE SUN.

LONDON, June 4.—Nightworkers about London were startled early this morning by the appearance of a mysterious object in the sky, from which a brilliant light flashed. There was considerable speculation as to what the object was. It was finally discovered that it was the army airship Beta, which was making an experimental trip. The airship left Farnborough at 11:30 o'clock last night, circled St. Paul's Cathedral in London and returned to Farnborough at 3:30 o'clock this morning.

WRIGHTS OUT FOR PRIZES.

Three of the Aeroplanes Coming to Indianapolis for the Coming Meet.

INDIANAPOLIS, June 4.—Trial flights for the first national aviation meet, which will be held at the Indianapolis Motor Speedway from June 13 to 15, inclusive, will begin over the local course early next week. The three machines which the Wright brothers shipped to Indianapolis from the training grounds at Montgomery, Ala., this week have not arrived, but E. A. Moros, director of contests, expected them not later than to-morrow.

The machines, upon their arrival in Indianapolis, will be taken direct to the Speedway and assembled and will be made ready for the trial flights at once. These machines and the men who are to pilot them have been in the air at the Montgomery and Dayton training grounds much of the time in the last two or three months, but preliminary flights will be necessary for the aviators to acquaint themselves with the change in climatic conditions. It will also be necessary for them to become thoroughly familiar with the local course.

The Wright brothers have announced their intention of going after all aeroplane records at the Indianapolis meet with two possible exceptions. Since the flights are to be confined to a given space it will be impossible to establish new marks for speed and distance.

BALLOON WANDERS INTO TOWN.

Gets Tangled Up With Trolley Current Wires and Puts Aeronaut in Peril.

Gas escaping from the bag of the machine caused a dirigible balloon carrying Frederick L. Owen to descend in Newark yesterday, and it landed on the trolley wires in Belleville avenue near Nursery street. Owen, seated in the framework of the balloon, was in a perilous position because of the heavily charged trolley wires until he was lowered to the street by trolley employees. The rider of the airship was smashed, but after repairing it the aviator continued his flight to the roof of the building of Hahn & Co., in Broad street.

The aviator did not go very high in the air. There was a stiff breeze blowing and he kept the nose of the gas bag headed against the wind. On leaving the park Owen followed a straight line which took him directly over Washington avenue through Belleville and Newark and then into Belleville avenue.

Before making the return trip to Belleville, the balloonist made another ascent, flying around the corner of the city and landing on the same roof again.

HARVARD I. READY TO FLY.

First Machine of the Aeronautical Society to Be Sent Up This Week.

CAMBRIDGE, Mass., June 4.—The Harvard I. Harvard's recently completed aeroplane, is scheduled to make its first ascension next week at Soldiers Field. The members of the Aero Club, under the supervision of James V. Martin, manager of the Harvard Aeronautical Society, have constructed the machine themselves. The only obstacle at present to a successful flight is the lack of an aerodrome on the field, but Mr. Martin is making an effort to secure a tent to be placed in a remote part of the field where the machines can be stored without taking risk in the transporting of them to and from the aviation grounds.

The engine of the machine has already stood its tests well. It developed 180 pounds pull against the air going at a speed of 1,300 revolutions a minute.

MASONIC APPOINTMENTS.

Grand Master Kenworthy Announces Chaplains, Marshals and Others.

The Grand Master of the Freemasons in New York State, Robert J. Kenworthy, yesterday announced appointments to the offices of grand chaplain, grand marshal, grand standard bearer and other offices, 118 appointments in all being made.

Dr. S. Parkes Cardman of Brooklyn is one of the grand chaplains. George H. Van De Water, William E. Stevens, John P. Peters and William N. Hubbell, all of New York, are among the others. Jacob C. Kline of Brooklyn is grand marshal. The grand standard bearer is Robert A. Stewart of New York.

The district deputy grand masters in New York are James H. Bice, Paul Morgan Crandall, Harold R. Lippincott, Dana R. Pratt and Jean C. Tanti.

Lord & Taylor

Extraordinary Values

in lines which we have decided to drop:

Lace Curtains

500 pairs Renaissance, Marie Antoinette, Irish Point, Arabine and Madras Curtains, at

\$3.65 pair

formerly \$6.00 to \$7.00 pair

600 pairs Marie Antoinette, Brussels, Renaissance, Irish Point and Madras Curtains, at

\$4.75 pair

formerly \$7.50 to \$9.50 pair

Door Portieres

100 pairs Assorted Colors and Designs, at

\$2.75 pair

formerly \$4.00 to \$5.50 pair

200 pairs Assorted Designs and Colors, at

\$4.00 pair

formerly \$6.00 to \$8.50 pair

Couch Covers

300 Covers, Assorted Designs and Colors, at

\$2.50 & \$4.25 each

reduced from \$4.50 & \$6.50 each

Brass Bedsteads

21 Bedsteads at \$20.00

24 " " at 22.50 \$15.50 each

23 " " at 23.50

23 Bedsteads at \$28.50 \$20.00 each

7 " " at 30.00

17 Bedsteads at \$35.00

26 " " at 40.00 \$26.50 each

19 " " at 42.00

Cold Storage

For Furs, Wearing Apparel, Automobile Robes and Oriental Rugs

In this department we have exceptional facilities.

The Plant Is On Our Own Premises

It is equipped with every modern detail

to insure complete protection and

in charge of practical furriers.

The goods are thoroughly cleaned by

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